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Hongkong Daily Press.

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[a1342]

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A Blend
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Distillations of the
Finest Scotch Whiskies.
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PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
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SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a1412]

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Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
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Launches will call alongside vessels in the
harbour lying the Call Flag E.
Telephone 142.
Hongkong, 2nd January, 1905. 133

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EYSSENS CRUSTLESS DUTCH in
small tins.
DUTCH CREAM CHEESE in 1 kilo tins.
Of all dealers.
Hongkong, 27th May, 1905. 1301

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DENTISTRY
DE. M. H. CHAUN:
37, DES VŒUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. 61

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Established 1719.
CHAMPAGNE SECURE AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1905 1221

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CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGE S
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. 52

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SHAMKUN-CANTON,
On the British Concession.

MACAO HOTEL.

MACAO, CHINA.
In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Residents
and Tourists.

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[a1347]

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PHOTO GOODS STORE,

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Premises formerly occupied by Mr. FR. BLUNCK, Silk Lace Manufacturer,
NEXT DOOR to our Former Address.
Hongkong, 15th August, 1904. [a39]

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CURE INDIGESTION AND ALL STOMACH AND
BOWEL TROUBLES.

W. H. COMSTOCK CO.
Gentlemen: I have used Dr. MORSE'S INDIAN ROOT PILLS for a case of dyspepsia
and indigestion of long standing, and about three-fourths of a box completely cured the trouble,
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Very truly,
D. E. WILSON.
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July 3, 1903.

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WINE AND SPIRIT
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Telephone No 75.

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WHISKY, PALL MALL	20.00
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THE ABOVE EXCLUSIVELY SHIPPED TO

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No. 32, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.
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ALL NEW GOODS IN STOCK.
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
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LARGE STOCK GENTLEMEN'S BOOTS AND
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GOOD and RELIABLE PIANO of English manufacture at a MODERATE PRICE,
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THE PIANO HAS BEEN SPECIALLY MADE TO WITHSTAND THIS
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PRICES \$390 \$425 \$450

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Hongkong, 18th June, 1905. [a36]

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5 Star, LIQUOR—Equipped, best in the World for Club or Private use at ... \$22.00
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Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor
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THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)

THE Accumulated Funds of the Company
are nearly

\$11,000,000,

and the annual revenue is at the rate of

\$3600

PER DAY.

DODWELL & CO., LD.

Agents.
[a1612-3]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
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Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
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CHARGES MODERATE, AND NO EXTRAS.

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Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
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FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

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A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 16th June 1902. [a1061]

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A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms. Elegantly Furnished.
Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.
Launch Service for Guests.
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Hongkong, 31st October, 1902. [a49]

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No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Entrance and the Waverley Hotel
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms. Comfort of Residents, and the
Cuisine a specialty.

Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [94]

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(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been reopened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (the *Hongshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply
[a11]

THE MANAGER.

applied for by shareholders will be disposed of by the general managers in accordance with article 8, paragraph 2, of the company's articles of association.

Resolution:—"That the capital of the company be increased to \$500,000 by the creation of 20,000 new shares of \$10 each."

Hon. Sir PAUL CHATER seconded and it was carried.

There was no further business.

THE PIRACY OF THE "ST. KILDA."

THE BOATSWAIN'S STORY.

The Chinese crew of the sunken British steamer *St. Kilda* were at the Shipping Office on June 15th, and a representative of the *Singapore Free Press* had an interview with the Chinese boatman who speaks good English.

The boatman, Cheong Ah Chow, stated that he signed articles on board the *St. Kilda* at Hongkong on the 3rd instant to proceed to Japan, and thence to any European ports and back to Hongkong, the original port of departure, the voyage not to exceed one year.

The ship left Hongkong bound for Kobe at 10 a.m. on the 11th instant, and at 4:30 p.m. on the same day sighted a Russian cruiser which signalled the ship to stop. The captain of the *St. Kilda* at once did so, and the cruiser sent two armed boats. Ten Russian sailors, armed with rifles and bayonets came aboard under two officers. Guards were placed over the hatchways and at the engine-room, and one of the Russian officers then demanded to see the ship's papers.

He perused these carefully and ordered the hatchways to be removed. He then went into the holds and examined the cargo.

Coming on deck again the two officers had a consultation, and the Captain of the *St. Kilda* was ordered to get into one of the Russian boats and accompany the senior officer to the Russian cruiser, the other officer and his boat's crew being left in charge of the *St. Kilda*.

After an hour's delay, three boats put off from the cruiser bringing back with them the Captain of the *St. Kilda* who, on orders from the Russians, told the crew to collect their effects in readiness to go aboard the Russian ship. This was done under supervision of the Russians, who repeatedly signed to the crew to hurry up and leave the ship.

They were ordered to get into the boats which took them aboard the *Dnieper*. The Russians then put their own crew aboard the *St. Kilda* and got her under way with great haste, both vessels steaming southwards at the highest speed the *St. Kilda* could be driven at.

Next morning at 9:30 o'clock both ships stopped, and Captain Skalsky, of the Russian, went on board the *St. Kilda* and made a thorough examination of her. The boats then returned from her bringing off everyone, and the boatman noticed that all the live stock with the vegetables and a quantity of tinned provisions had been brought away, as well as a bag of rice which the Russians sealed and marked as soon as it was got on board the *Dnieper*.

Then the *Dnieper* steamed away from the *St. Kilda* to what the boatman described as about five hundred yards distance, and opened fire with her guns. The first shot flew right over the *St. Kilda* and burst in the sea a long way off. The next shot, however, flew true and the *St. Kilda* was soon enveloped in a mass of smoke, fragments of shell and flying splinters. After half-a-dozen shots it was seen that the cotton in her forehold had been set on fire, and dense volumes of black smoke rolled forth from the hatchway. The bombardment was kept up till it was seen the doomed vessel was gradually settling down by the head. The Russians then ceased fire and in an hour from the firing of the first shot the *St. Kilda* gave a roll and went down by the bows, her stern jutting up into the air, and the last seen of the ill-fated vessel was the British flag which the Russians had neglected to remove from her stern flag-post.

The Russian cruiser then bore southwards at twenty knots, and after eight days stopped the steamer *Rosita* and put the crew aboard her as has already been recorded.

The rest of the crew, who all speak a little "pidgin" English, state that they were not given time to remove all their clothes. On board the Russian ship they were not unkindly treated. They were accommodated in the tween decks with the Russian firemen and given the same fare, which consisted of bread and "bad" butter in the morning, soup at mid-day, and plain rice in the evening.

The tally clerk of the *St. Kilda*, who superintended her loading, states emphatically that the cargo consisted of only rice, cotton, sugar, and rattans.

Arrangements are being made at the local Shipping Office to send all the crew to Hongkong at Board of Trade expense by the first available steamer.

CHIEF ENGINEER'S LETTER.

A letter signed by R. T. Young, late Chief Engineer of the s.s. *St. Kilda*, dated off Diamond Point, Sunday afternoon, 11th June, was brought to Singapore by one of the Chinese crew. The writer requested that the news might be spread that the *St. Kilda* was captured by the *Dnieper* on the previous Sunday six miles off Hongkong and was sunk, and that all the officers and engineers, cook, steward, boat-swain and mess-room steward had requested to be taken as "near home as the cruiser could take them, and that they were likely to be taken to the Baltic.

NEWS OF THE "DNEPER."

Captain James Stephen of the British steamer *Lock Tay*, which arrived at Singapore

on June 15th from Barry, with 6,500 tons of coal and 500 tons of coke consigned to Messrs. Guthrie and Co., reports that on the 12th inst., at 7:30 a.m., a Russian cruiser was sighted steaming westward forty miles to the west of Achon Head. The cruiser approached the *Lock Tay* and carefully scrutinised her, but did not interfere with her. She steamed away westward again at a high speed.

A BRITISH CRUISER ON HER TRACK.

The same day at 5 o'clock in the evening the *Lock Tay* sighted another cruiser steaming in the Russian's track, and as she approached the steamer it was seen she was flying the White Ensign of England.

This warship was probably the cruiser *Proserpine* which left Singapore on the 10th at 11:30 a.m. bound for Colombo.

INDIFFERENT GUNNERY.

Another issue of the *Free Press* says:—"The Chinese say that it took eighteen shots to sink the merchantman, which shows, either that the Russians are indifferently acquainted with the use of their guns, or that the Chinese got mixed up in their counting."

CHINESE "CONFIDENCE" MEN.

Wong Sam and Li Cheng, the men who offered an smash \$100 to change some money for them, retained her jewelry as security, and disappeared with same, as recorded in a previous issue of the *Daily Press*, were yesterday charged before Mr. F. A. Hayland at the Police Court with unlawfully, knowingly and designedly, and by certain false pretences obtaining from the complainant a pair of rattan hangers, mounted with gold and valued at \$50, with intent to cheat and defraud.

Hang Lim declared:—"On the afternoon of the 18th instant, as I was walking along Queen's Road, the defendants accosted me. The second asked the way to Wanchai, and the first told me to be kind and take him there. The first defendant then asked me to change some money, as he was a stranger to the place. He gave me a handkerchief in which something was rolled up, which the defendants said were bank notes. They asked for my bangles as security. I handed them to the second defendant, and went to change the money. They followed me part of the way. Before I arrived at the money changer's I opened the parcel and found that it contained nothing but paper and, on going in search of the defendants, I found that they had disappeared."

The first defendant said he knew nothing about the matter, but the second admitted taking the bangles, melting them down and selling the gold for \$17.50.

His Worship sentenced defendants to three months' imprisonment with hard labour and six months' stocks.

THE WOMEN'S SUFFRAGE NONSENSE.

"Could a policeman be a woman?"

"Are Archbishops ladies?"

These two problems were propounded by Mr. Labouchere in the House of Commons. The occasion was a debate on the vexed question of Parliamentary votes to the other sex.

The member for Northampton delivered the drollest speech heard in the House this session. Standing at the foot of the gangway, wearing his favourite cutaway coat of blue, Mr. Labouchere kept the House in intermittent roars of laughter for nearly an hour.

"When you argue with a woman you begin to realise how she differs from a man," he said, in an attempt to deny what would happen if lady legislators sat in the House, as the proposer of the measure suggested.

"Men are very weak in regard to women. If a male and a female member of the House rose to speak simultaneously the man would always chivalrously give way, no matter what his politics."

"And supposing a man lived with his wife?" The House was almost convulsed with merriment at the suggestion. "And they were both members of Parliament. The husband after listening to his wife's manhandling along in this Chamber, would return home to go through it all again."

"You would turn this venerable and respectable Parliament into a promiscuity of sexes. There are a lot of young men here, and all sorts of political flirtations would go on. It would not be safe. As an old man—I am seventy—I would not place any such temptation in the way of my honourable friends."

"Do you suggest juries of women?" turning to Mr. Bamford Slack, the proposer of the Bill to enfranchise women.

"Certainly," replied the member for St. Albans.

"Oh, one might as well talk to the Mad Mallah," exclaimed Mr. Labouchere amid peals of laughter.

"All we want is freedom," pleaded Mr. Slack.

"So do I," retorted Mr. Labouchere, "freedom for men. I am not going to be crushed under the dominion of women. I am the successor of St. Paul, who objected to women talking in the churches, the discussion places of his time. Take the church now. Are Archbishops women?"

Mr. Labouchere emphasised the limitations of women in regard to citizenship.

"Could a policeman be a woman?" he asked.

"Could a woman be a soldier? Women are more useful than muscular. And they have no sense of proportion. They exaggerate one thing and despise another."

In the end the Bill was talked out, an appropriate fate. It should never have been brought in.

RELATED RUSSIAN COLLERS.

A Tokyo telegram to the *N.Y. Daily News* on the 16th instant, says:—"Information has been received here that the Russian transport *Nautil* 2,620 tons net, *Dnally Castle*, 2,636 tons and *McPherson*, 2,695 tons, which were purchased by the Russian Consul at Kiel and sent round the Cape early in April with coal and provisions, arrived at Cape St. James (Indo-China) on the 10th inst. The *McPherson* had been damaged by stranding at the entrance to Mozambique, but continued her voyage after temporary repairs had been effected."

MARINERS' TROUBLES.

DISOBEYING A LAWFUL COMMAND.

George Kennedy, master of the sailing ship *Jordan Hill*, charged Frank Horn A. B. before Mr. F. A. Hayland at the Police Court yesterday with disobeying a lawful command.

The Master informed His Worship that defendant had been ordered to start work on Monday, but had refused to do so.

Defendant—I did not consider I was refusing duty, as I ought to have been paid off as the captain promised.

The Captain—I could not pay defendant off because he is under a three years' agreement. Because I refused, he refused duty, stating that I could either pay him off or send for the police.

Defendant—Ten days ago the master promised to discharge me.

His Worship to the Captain—Did you promise to pay him off?

The Captain—I got permission from the Harbour Master to pay off six men, but defendant was not one of them. I want him on board.

His Worship to defendant—You had better go back to the ship. You are not one of the six who are to be paid off. You have signed an agreement for three years, and it is your duty to perform your work according to the terms of that agreement. It is optional with the captain to discharge you, but he does not want to.

Defendant—But he promised that he would.

His Worship—He says he did not.

Defendant—But I have five witnesses to prove it.

His Worship—I think you had better go back, otherwise I shall have to punish you. Are you willing to return on board?

Defendant—The chief officer threatened to fix me and take me home in irons, so I don't think I will go back.

Second Officer Bowen—On Monday morning I told the defendant to start work, and he refused.

His Worship—I give you one more chance. Are you willing to go on board?

Defendant—No, your Worship.

His Worship—With reference to the question of your being "fixed" improperly treated, do you wish to have the chief officer called?

Defendant—The constable who arrested me is present, and he can tell your Worship what the chief officer said.

Lance Sergeant Wills—The chief officer told me to take charge of the defendant, and put him in irons until the ship was leaving.

Defendant to His Worship—I again refuse to go on board, as the captain promised me my discharge.

His Worship—You will go to goal for three weeks with hard labour.

FRANK ON THE S.S. "CLAYTON."

David Barton, master of the steamer *Clayton*, charged his second officer, W. Jenkins, with threatening and using abusive language towards him whereby a breach of the peace might have been occasioned.

The defendant had taken out a cross-summons charging the captain and chief officer Davis with assault on board the ship.

Mr. H. J. Gedge of Messrs. Johnson, Stokes and Munster appeared for the captain and chief officer.

Captain Barton deposed:—"The *Clayton* arrived on the 10th inst. from Mexico. The second officer was shipped off on 21st March last, to be discharged on 21st February, 1906. On Friday night the defendant went ashore, returning on Saturday morning under the influence of liquor. He came to me and complained about the third officer being ashore, and passing a report that he was in debt. He asked me for an advance which I had promised him a few days previously. I told him I would give him his advance in the afternoon. The defendant then used very foul-mouthed language. He said he would 'fix' me, he'd 'do for me and use other threats; and also said that I had been carried aboard drunk since I had been at the ship. He said he would clear off the room. He refused to go. I then tried to take him, but he attempted to strike me, and would have done so had the chief officer not caught hold of his arm. He attempted to go ashore, but I stopped him, and locked him up in his room. He threatened if he got out to chop me down with an axe. His conduct became so bad that I had to put him in irons."

William Lee, Chief Engineer, stated:—"On Saturday morning, the 17th inst., the defendant came on board slightly intoxicated. Defendant went up to the captain, who was on the bridge, and asked him if he had his (defendant's) money ready, as he wanted to pay his debts. The captain put him into his berth, but he again went out to the bridge and attempted to strike the captain. I caught hold of his arm and prevented him. He called the captain a tramp captain, but did not strike him. He used foul language. He said the captain and chief officer were mad drunk; they were drinking rum, and at night, and the captain tried to put the ship ashore. At the time he was in irons, defendant told the captain that if he had an axe in his hands he would chop him down, as he was a gentleman and a captain was a pig."

Defendant—Did I use any abusive language to the captain before I was put in irons?

Witnesses—Not a word of what I heard.

David Davis, Chief Officer, stated:—"I was standing on the main deck when defendant came aboard. I heard him calling out to the captain that he wanted his discharge. Defendant said he was the only man who should have been master of the ship. He was using abusive language all the time."

Inspector Langley said he was at the Tsim-chai police station on Saturday morning when defendant came in. He said the defendant was under the influence of liquor and very noisy.

His Worship—Do you wish to ask the Inspector any questions?

Defendant—No. I have no doubt he has been paid dollars by the other side.

His Worship—You must say that.

The cross-summons was then heard in which defendant charged the Captain and Chief Officer with assault.

William Jenkins deposed:—"I am second officer of the s.s. *Clayton*. I went aboard on Saturday morning, and everything appeared to be going all right. The captain said, laughing at me, 'you see what the third officer is doing to me.' I said: 'Well, you can take mine.' With that the captain and chief officer assaulted me, tearing off my clothes. I was only one man against many, and they put me in irons in Hongkong harbour. I was sober when I went on board, but they were drunk. I did the usual thing before I was put in irons."

In cross-examination—When I boarded the ship that morning, I asked the captain for an advance. He said he would draw the money next morning. I said I wanted to go and straighten things up. I told the captain that I could leave the ship on 24 hours' notice. I did not use abusive language until after I was put in irons.

Here Mr. Gedge asked another question and witness said:—"I suppose you are the solicitor for the defence, and are getting well paid for this."

Mr. Gedge—That's nothing to do with you. His Worship—I will send you to goal if you behave like that.

Witness—Well, Sir, I did get out of temper. His Worship—Well, you had better not do so in my court. Of course he is a solicitor, or he could not appear here.

Witness, continuing:—"The captain did not take me to my room. He tried to. After a lot of abusive language on the captain's part I was put in irons. I did not threaten to 'do for' him or 'fix' him before that. I told the captain he tried to pile the ship up, either wilfully or through his lack of knowledge of navigation. When I was shackled up to a stanchion like a dog in Hongkong harbour, the captain asked me if I would fight him. I said: 'I am too old to fight you, but let me go and give me an axe, and you take an axe, and we'll see what we can do.'"

Frank Turner, third officer, was then called by the complainant as a witness, but said he was asleep when the row occurred on board, and knew nothing about the "piling up" of the ship.

Complainant—Have you ever seen the chronometer run down on board the ship?

Witness—The chief officer told me one morning that he had forgotten it and asked me to go and attend to it, which I did. That is the only time.

Complainant—Did not the captain offer you the second officer's job?

Witness—No.

His Worship—With reference to the charge against the Second Officer, I find it proved and order him to pay a fine of \$15 or be imprisoned for one month with hard labour. I also bind him over for twelve months, with regard to the cross-summons, I am of opinion that the captain was quite justified in putting the second officer in irons, and order the summons to be dismissed and the defendants to be discharged.

ABSENT FROM DUTY.

This was a charge preferred by the captain of the same vessel against Frank Turner, third officer, for absenting himself from duty without permission while in the waters of the Colony.

While ashore, the defendant, together with another officer, caused the ship to be arrested, as they claimed wages which they alleged were due to them.

His Worship—I think the best course would be to adjourn the summons *sine die*, and let defendant go aboard.

Defendant—No, Sir, I don't want to go on board. I want what is due to me, and to be allowed to go on my own way.

Mr. Gedge—We cannot do that. Your Worship, as there is an action in progress, which has been brought against the ship by the defendant.

Defendant—I am only claiming my wages, which I would ask the captain to give me and let me go.

Mr. Gedge—The defendant's wages are not due, and he has been ashore since Thursday, the 14th instant.

Defendant—I have been to the shipping office twice a day since I came ashore, so that they could not say I was a deserter. It is impossible for me to go back on board after this trouble. It would mean murder.

The summons was adjourned *sine die* to enable the parties to it, if possible, come to a settlement.

THE GIANDMOTHER SEEKS TUITION.

CHINESE MANDARINS IN CEYLON.

The *Times of Ceylon* says:—"There arrived in Colombo by the *Dunbar* a Chinese official, who have been sent out by their Government at Ceylon on a mission to study our methods of manufacturing tea, for the purpose of comparing them with those of the primitive Chinaman, and, if necessary, suggesting to the latter the desirability of improvement."

The mission consists of Mr. Cheong, a Mandarin of high degree and an official of considerable rank in his own country. Mr. Sheu, a linguist of great ability, who holds the position of Interpreter or Foreign Secretary to the Viceroy of Nanking; and Mr. L. A. Lyall, an Englishman, who holds an appointment in the Chinese Customs and is in the service of the Viceroy of Nanking. They are attended by their secretaries and a retinue of servants, and intend to spend two or three months, more or less, in the island.

Mr. Lyall on June 1st. Mr. Lyall very courteously placed himself at the disposal of the interviewer, but was somewhat indisposed to say much about the mission, being anxious to avoid anything that might arouse adverse comment. However, he yielded to the persuasion of the pressman.

"We are here to inquire into the tea industry and, as far as possible, to study the methods adopted in the manufacture of Ceylon tea. Ceylon manufactures tea in a far better manner, and the Viceroy of Nanking, which is the capital of several important provinces, comprising the chief tea districts, decided that it might be beneficial to introduce Ceylon methods into China."

The mission placed itself in touch with several Ceylon planters before leaving and they intend to spend several weeks up-country visiting tea estates, factories, &c., and generally studying the whole question. Nanking and the world what Washington applied to America. The *Kokumin* applauds the Government's becoming attitude despite Japan's successive victories, and believes that Russia will not betray Roosevelt's wishes.

The *Kokumin* urges the nation to endeavour to be master in peace as well as master in war. The leading journals agree that peace is not yet actually attained; and the *Kokumin* insists that the present operations should be prosecuted steadily, without regard to the negotiations, which may be prolonged, and may not improbably end in a rupture.—*N.Y. Daily News*.

JAPANESE IDEA OF "HANSARD."

The following should amuse Hongkong legislators, who also undergo the "Hansard" treatment. The *Yokohama Choho*, a Chiu-chiu and somewhat primitive Tokyo paper, says:—"Legislators in Australia are so ignorant that they cannot even speak their own language correctly and before their speeches in Parliament are allowed to go to the public they are corrected and put into proper English by gentlemen of education and special training, who are called 'Hansard,' and who are paid highly for their services. And these erudite men who pass laws to insult the educated Japanese, and say that they shall not enter Australia."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"On the 21st at 12.10 p.m. The barometer has fallen in E. Japan and risen over W. Japan, the Looshees and the coast of China. The recent typhoon which reached S.W. Japan yesterday as a moderate depression, is traceable this morning as a slight depression in the S.E. part of the Sea of Japan. Gradients are slight on the China coast and moderate to fresh N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea. Forecast:—Moderate to fresh E. winds; fair to showery."

PHOTO SUPPLIES.

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

Hongkong, 5th June, 1905.

methods and adopt improvements. Machinery will be prohibitive because of its cost.

"Could the growers not be organized and co-operate, and tea grown within a certain radius employ one factory in common?"

Mr. Lyall did not seem sanguine. "The Chinaman does not care for new ways and does not display very keen anxiety for very much money. With his present methods, he can make enough money to live upon, and it would be difficult to induce him to change by placing before him the prospect of larger returns."

Does the tea industry represent any wealth to the Government?

"Certainly. I believe the tea industry in China represents perhaps five million taels, that is about 7½ million dollars, in revenue."

In export duty?

"Yes, there is an export duty of practically 2 dollars or 13 on every 133 lbs."

Is there much tea produced?

"Enormously more than is exported. The home consumption is very much more important than the foreign export."

There are large areas where tea is grown which are good enough for export. The Chinaman never drinks water, but drinks tea instead. It is only very rarely, on festive occasions, that he takes anything else."

Is there any taste for British-grown tea?

Practically none, it seems. "They did import Indian and Ceylon tea with the idea of blending with China tea, believing it would work out cheaper to do it in China than in Europe. From the last accounts, however, I think that idea has had to be abandoned as it did not turn out a success."

JAPANESE INFLUENCE IN CHINA.

The pressman turned the conversation to politics, and Mr. Lyall had a good deal to say that is of much interest at this juncture.

Where do the Chinese sympathies go in the war, Mr. Lyall?

With Japan, certainly. The Chinese think that Russia has been a great big big feeding on their country for a great many years and that the Chinese are considerably relieved at the Russian reverses. They are not enthusiastically in love with the Japanese, of course, but the Japanese ascendancy will, they hope, secure China against the dangers of partition among European nations, a prospect which was imminent to their minds some time back. The remembrance of the late war with Japan is still fresh in their minds, and naturally they entertain no feeling that can be called liking for the Japanese."

But the Japanese have acquired a dominant influence in China?

"Not a dominant influence by any means. The Japanese do not inspire the Chinese with the fear that the Russians inspired. But they have acquired great influence in the empire. There are large numbers of Japanese engaged as teachers in China, and the Chinese employ the Japanese and rely more upon them than they rely upon any European power. They turn to the Japanese for advice. Japanese teachers are employed in civil and military affairs, and much of the general education of the people is in the hands of the Japanese. Japanese masters teach in Chinese schools and impart most of the various forms of training."

They do not look to the Japanese as the source of salvation, then?

"No. They rather look up to them in the light of a friendly power able to protect them against European powers."

Does China take kindly to European ways?

"They are progressing. They have factories and railways, but they retain their own manners and customs which are superior to ours in many respects. Their object is to adopt just a sufficient amount of European methods to enable them to resist other powers and to keep their own."

Is there any general fear of European aggression?

"There was marked apprehension some years ago of European aggression, and that to a great extent led to the Boxer trouble. I think the feeling has grown very much less now, but even at the present moment it has not disappeared entirely."

OPINIONS OF TOKYO PRESS.

The *Kokumin* says that the ray of peace is now visible, thanks to President Roosevelt's disinterested good offices, Roosevelt applying to the world what Washington applied to America. The *Kokumin* applauds the Government's becoming attitude despite Japan's successive victories, and believes that Russia will not betray Roosevelt's wishes.

The *Kokumin* urges the nation to endeavour to be master in peace as well as master in war. The leading journals agree that peace is not yet actually attained; and the *Kokumin* insists that the present operations should be prosecuted steadily, without regard to the negotiations, which may be prolonged, and may not improbably end in a rupture.—*N.Y. Daily News*.

JAPANESE IDEA OF "HANSARD."

SHIPPING.

ARRIVALS.

BECHUANA, British str., 2,678, P. J. Grogan, 20th June, London via Colombo and Singapore 6th May, General Nippon Yusen Kaisha.

CAICHA, British str., 4,270, W. T. Hannah, 21st June, Fochow 19th June, General Butterfield & Swire.

DERWENT, British str., 1,552, Jenkins, 21st June, Saigon 17th June, General Chinese.

FORKOR, British str., 4,000, Suow, 21st June, London 13th May and Singapore 16th June, General P. & O. S. N. Co.

HANYANG, British str., 2,206, McIntosh, 21st June, Shanghai 17th June, General Butterfield & Swire.

HANOL, French str., 735, P. Morles, 21st June, Haiphong 18th June and Hanoi 20th June, General A. R. Marty.

HSEIN HO, Chinese str., 1,039, F. R. Johar, 21st June, Shanghai 18th June, General Chinese.

ITHAKA, German str., 1,416, H. Erkhor, 21st June, Chinkiang 19th June, General Siemens & Co.

KANSA, British str., 1,224, J. Warrack, 21st June, Fochow and Chifu 18th June, General Butterfield & Swire.

LAHMAN, British str., 2,241, J. S. Gardner, 21st June, Batum 20th May, Case Petroleum.

LONGMOON, German str., 1,245, Kalkofen, 21st June, Shanghai 18th June, Rice, Beans and General Siemens & Co.

SACHSIN, German str., 1,500, F. v. Latten, 21st June, Bremen and Singapore 16th June, Muls and General Melchers & Co.

SPELIX, British str., 1,420, Parrell, 21st June, Langkat 6th June and Singapore 15th June, Case Oil, McElin.

WONGKOT, German str., 1,115, W. Rober, 21st June, Bangkok via Saigon 15th June, Rice and General Butterfield & Swire.

CLEARANCES.

At the Harbour Master's Office.

Beckley, British str., for Calcutta.

Boreon, German str., for Sandakan.

Culeba, British str., for Singapore.

Hanyang, British str., for Canton.

Hue, French str., for Kwangchow.

Indaka, British str., for Canton.

Longmoor, German str., for Canton.

Bechuana, British str., for Nagasaki.

Zaida, British str., for Amoy.

DEPARTURES.

21st June.

BROUHL, Danish str., for Saigon.

CHUKKIAN, British str., for Chifu.

CHINGTU, British str., for Kobe.

CLAYBING, British str., for Sulu Cruz.

DECCAN, British ship, for Royal Road.

EL KANTARA, French str., for Shanghai.

EMMA LUTEN, German str., for Vancouver.

HERO, Norwegian str., for Kutchinotzu.

HONGKONG, French str., for Haiphong.

KANSU, British str., for Canton.

KWANGLOE, Chinese str., for Shanghai.

MACHOW, German str., for Bangkok.

PITTSBURGH, German str., for Bangkok.

SIGNAL, German str., for Hanoi.

SHIPPING REPORTS.

The German str. Wongkoi reports: Fine weather.

The British str. Taban reports: Fairly fine throughout.

The British str. Derwent reports: Light S.W. winds and smooth sea all the way.

The British str. Hanyang reports: Fine and clear weather throughout the voyage with variable winds.

The British str. Calcha reports: Had fine weather with heavy confused swell from White Dogs to Chifu Island; from thence to port moderate S.W. winds and fine. Passed British cruiser and two torpedo destroyers about 15 miles S.W. of Lamook, and a bulk is tow 20 miles S.W. of Lamook.

VESSELS ON THE BERTH.

ABERDEEN DOCK.—Nairn, Scottish Hills, Kowloon Dock.—Nuford, Travancore, Argus, Adamastor.

COSMOPOLITAN DOCK.—Huangshan, Australia.

VESSELS ON THE BERTH.

IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship

"ZIETEN,"

Captain v. Biezer, will leave TO DAY, the 22nd inst., at Noon instead of as previously notified.

FOR SINGAPORE, PENANG AND CALCUTTA.

MELCHERS & CO., Agents.

Hongkong, 20th June, 1905. [15]

FOR LONDON AND ANTWERP.

THE Steamship

"ARRATON APCAR,"

Captain E. For, will be despatched for the above ports TO-MORROW, the 23rd inst., at 3 p.m.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLOMOND,"

Captain Henderson, will be despatched as above on or about the 24th inst.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	BENLOMOND	Brit. str.	—	Henderson	GIBB, LIVINGSTON & CO.	About 24th inst.
LONDON & ANTWERP	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 1st July, at Noon.
LONDON & ANTWERP	GLAUCUS	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	About 7th July.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	ALAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th July.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	PAKLING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th Aug.
MARSEILLES, &c., via PORTS OF CALL	CALEDONIAN	Ger. str.	—	Gregory	MESSAGERIES MARITIMES	On 28th Aug.
BIEMEN, via PORTS OF CALL	ZIETEN	Ger. str.	—	v. Biezer	MELCHERS & CO.	On 27th inst., at 1 p.m.
HAVRE, A.W.E.P. & HAMBURG via STRAITS, &c.	BRIGAND	Ger. str.	k.w.	Russ	HAMBURG-AMERICA LINE	To-day, at Noon.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	On 7th July.
HAVRE & HAMBURG via STRAITS, &c.	ACILIA	Ger. str.	k.w.	Schulke	HAMBURG-AMERICA LINE	On 12th July.
HAVRE & HAMBURG via STRAITS, &c.	ALBESIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERICA LINE	On 26th July.
HAVRE & HAMBURG via STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Littig	HAMBURG-AMERICA LINE	On 9th Aug.
HAVRE & HAMBURG via STRAITS, &c.	RHENANIA	Ger. str.	k.w.	Förck	HAMBURG-AMERICA LINE	On 23rd Aug.
TRIESTE, &c., via SINGAPORE, &c.	MARIE VALERIE	Aus. str.	—	Boberovich	SANDER, WIELER & CO.	On 4th Sept.
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Aus. str.	1 m.	Soich	BUTTERFIELD & SWIRE	On 27th inst., at 3 p.m.
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSEILLES & LIVERPOOL	STENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
NEW YORK via PORTS & SUEZ CANAL	MONTROSE	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 20th inst.
NEW YORK via PORTS & SUEZ CANAL	KENNEDY	Brit. str.	—	—	DODWELL & CO., LD.	Early in July.
NEW YORK via PORTS & SUEZ CANAL	VERONA	Ger. str.	—	—	STANDARD OIL CO.	About 25th July.
NEW YORK via SUEZ	VANDALIA	Ger. str.	k.w.	Haase	HAMBURG-AMERICA LINE	Quick despatch.
VANCOUVER, via SHANGHAI JAPAN, &c.	TANTAR	Brit. str.	1 m.	W. Davison, & N.E.	CANADIAN PACIFIC R. CO.	On 3rd July.
VANCOUVER, via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, & N.E.	CANADIAN PACIFIC R. CO.	On 12th July.
VICTORIA (B.C.) & TACOMA via JAPAN	PLERADES	Am. str.	—	F. G. Partridge	BUTTERFIELD & SWIRE	On 17th July.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN	KERUEN	Brit. str.	1 m.	Wagner	PORTLAND & ASTORIA S.S. CO.	On 1st July, at Daylight.
PORTLAND, OREGON via SHANGHAI, &c.	NICOMEDIA	Ger. str.	—	Obernauer	MELCHERS & CO.	On 27th inst., at Noon.
AUSTRALIAN PORTS via MANILA, &c.	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th July.
AUSTRALIAN PORTS via MANILA, &c.	AUSTRALIAN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	About 22nd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	FORMOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 28th inst., at 3 p.m.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ESANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	TIENTSIN	Brit. str.	1 m.	—	GIBB, LIVINGSTON & CO.	To-morrow, at 10 a.m.
SHANGHAI, MOJI & KOBE	PAUSANG	Brit. str.	—	McArthur	JARDINE, MATHESON & CO.	To-morrow, at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	CHINA	Brit. str.	—	Tomagovich	SANDER, WIELER & CO.	On 27th inst., at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	TOURANE	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst., at 3 p.m.
SHANGHAI	HANYANG	Brit. str.	1 m.	—	MESSAGERIES MARITIMES	About 25th inst.
SHANGHAI	CHUSAN	Brit. str.	—	H. W. Konrick, & N.E.	BUTTERFIELD & SWIRE	On 27th inst.
SHANGHAI	CLARA JESSEN	Ger. str.	—	Branden	OSAKA SHOSHEN KAISHA	About 30th inst.
SHANGHAI	PROTEUS	Ger. str.	—	Krabbe	OSAKA SHOSHEN KAISHA	On 6th July, at 10 a.m.
SHANGHAI	PRITHEOF	Ger. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 25th inst., at 8 a.m.
SHANGHAI	PROMISE	Ger. str.	—	Thorstensen	OSAKA SHOSHEN KAISHA	On 2nd inst., at 8 a.m.
SHANGHAI	YUENSANG	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO.	About 3rd July.
SHANGHAI	CAIRO	Brit. str.	—	—	SHEWAN, TOMES & CO.	To-morrow, at 3 p.m.
SHANGHAI	TEAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
SHANGHAI	RUBI	Brit. str.	—	A. H. Notley	SHEWAN, TOMES & CO.	On 1st July, at Noon.
SHANGHAI	KWEILIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI	KAIFONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	MAUSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 27th inst., at 3 p.m.
SHANGHAI	ABRATON APCAR	Brit. str.	—	E. Fey	DAVID SASSOON & CO., LD.	To-morrow, at 3 p.m.
SHANGHAI	SUISANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 27th inst., at Noon.
JAVA PORTS.	TIJAHAI	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Partridge	Friday, June 30th
SHAMUT	3,608	E. V. Roberts	Wednesday, July 12th
TREMONT	3,606	T. W. Gerlick	Tuesday, August 8th

Cargo only.

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 9th May, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the Levants, Black Sea and Baltic Ports, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA	HAVRE, ANTWERP & HAMBURG	On 7th July. Freight.
Capt. Russ	(Calling at Singapore, Penang and Colombo)	
SITHONIA	HAVRE, BREMEN & HAMBURG	On 12th July. Freight.
Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	
ACILIA	HAVRE & HAMBURG	On 26th July. Freight.
Capt. Schulke	(Calling at Singapore, Penang and Colombo)	
ALBESIA	HAVRE & HAMBURG	On 9th Aug. Freight.
Capt. Sachs	(Calling at Singapore, Penang and Colombo)	
SAMBIA	HAVRE & HAMBURG	On 23rd Aug. Freight.
Capt. Luning	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAVRE & HAMBURG	On 6th Sept. Freight & Passengers.
Capt. Förck	(Calling at Singapore, Penang and Colombo)	
VANDALIA	NEW YORK via SUEZ	About beginning of October. Freight.
Capt. Haase	with liberty to call at the Mado at the Mado	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and entire midships. Lighted throughout by electricity. Daily qualified doctor and stewardesses are carried.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE No. QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI via SWATOW AND AMOY	"PROTEUS"	SUNDAY, 25th June, at 8 A.M.
TAMUI via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 2nd July, at 8 A.M.
ANPING via SWATOW AND AMOY	H. A. HARALDSEN	About MONDAY, 3rd July.
SHANGHAI via SWATOW AND AMOY	"PROMISE"	THURSDAY, 6th July, at 10 A.M.
	THORSTENSEN	
	CLARA JESSEN	
	Branden	

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport services, and the above-named chartered steamers have been secured instead for maintenance of the Company's coast services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 22nd June, 1905.

T. ALIMA, Manager.

[14]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 24th June, Noon.
RUBI	2540	A. H. Notley	Manila	Sat., 1st July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

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HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "NORDBOL" ... On 23rd June.

S.S. "INDRAWADI" ... On 25th July.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 12th June, 1905.

[1004]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

YOKOHAMA via SHANGHAI, MOJI and KOBE.

(Passing through the Inland Sea)

SHANGHAI

LONDON, &c.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 26th June, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

OCEAN STEAMSHIP COMPANY, LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"AJAX"	On 23rd June.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 26th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 7th July.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	On 14th July.
GLASGOW and LIVERPOOL	"PAKLING"	On 18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 28th July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	On 4th August.
GLASGOW and LIVERPOOL	"ORBITER"	On 5th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"OUPACK"	On 9th August.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 4th July.
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 28th August.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"KEEMUN"	On 17th July.
	"MACHAON"	On 7th August.

BUTTERFIELD & SWIRE, AGENTS. (9-10)

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI	"SHAOSING"	On 22nd June.
SHANGHAI	"TIENSIN"	On 23rd June.
CEBU and ILOILO	"KAIFONG"	On 23rd June.
ILOILO	"KWEILIN"	On 24th June.
MANILA	"TEAN"	On 27th June.
SHANGHAI	"HANYANG"	On 27th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS. (11)

Hongkong, 22nd June, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.	1905
ZIETEN	THURSDAY	22nd June
DARMSTADT	WEDNESDAY	5th July
SACHSEN	WEDNESDAY	19th July
SCHARNHORST	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
ROON	WEDNESDAY	27th September
HAVERN	WEDNESDAY	11th October
ONEISEN	WEDNESDAY	25th October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON THURSDAY, the 22nd day of JUNE, 1905, at Noon, the Steamship "ZIETEN," Captain V. Bissler, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 20th June. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 21st June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 21st June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Foot Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.

Linen can be washed on board.

For further Particulars, apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

Hongkong, 8th June, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PORTLAND, OREGON

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	July 1st, 1905.
"NUMANTIA"	4,370	Bremer	July 16th, 1905.
"ARABIA"	4,488	Metzger	August 6th, 1905.
"ARAGONIA"	5,198	Schmidt	August 26th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 15th June, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 23rd June, 3 P.M.
SHANGHAI	"FAUSANG"	Friday, 23rd June, 3 P.M.
SHANGHAI via NINGPO	"HANGSANG"	Monday, 26th June, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Tuesday, 27th June, Noon.
SANDAKAN	"MAUSANG"	Tuesday, 27th June, 3 P.M.
TIENSIN	"ESANG"	Wednesday, 28th June, 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

* Taking Cargo on Through Bills of Lading to Lahad Datu, Singapore, Tawau, Kudat, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS. (18)

Hongkong, 22nd June, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. Proposed SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

"TARTAR" 4,425 Tons Com. W. Davidson, R.N.R. WEDNESDAY, 5th July.

"EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 12th July.

"EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.

"ATHENIAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.

"EMPEROR OF INDIA" 6,000 Tons Com. E. Beetham, R.N.R. WEDNESDAY, 23rd Aug.

Hongkong to London, 1st Class via St. Lawrence 260. via New York 262

Intermediate on Steamers 240.

and 1st Class Rail 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connections with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, offering superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, 2, Pedder Street

61.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain McArthur, will be despatched for the above ports on WEDNESDAY, the 12th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A daily qualified Surgeon and Stewardsess are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th June, 1905. (1453)

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"CALEDONIE"

Captain Gregory, will be despatched for MARSEILLES on TUESDAY, the 27th June, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "OCEANIC" 11th July.

S.S. "TOURANE" 25th July.

S.S. "TONKIN" 8th Aug.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th June, 1905. (12)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME ANTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON"

Captain Seich, will be despatched as above on SUNDAY, the 2nd July, A.M.

This steamer has accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes Buildings.

Hongkong, 21st June, 1905. (3)

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

THE Steamship

"KENNEBEC"

will be despatched early in July.

For Freight & further information, apply to

STANDARD OIL COMPANY OF NEW YORK.

Oriental Freight Department.

1, Des Vaux Road, Central.

Hongkong, 2nd May, 1905. (1181)

VESSEL ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE"

will be despatched for the above ports on or about MONDAY, the 26th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong 20th June, 1905. (2)

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings apply to

DODDWELL & CO., LIMITED

General Agents for China and Japan.

Hongkong, 16th June, 1899.

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

All ABC 6th Edition, Western Union Codes used.

MANAGER, MITSU BISHI CO., with name of place under.

BRANCH OFFICES: NAGASAKI, MOI, KOBE, KARATSU AND HANKOW.

AGENTS: SHANGHAI, H. J. H. TRIPP.

HONGKONG, H. U. JEFFRIES.

MANILA, MACONDRAY & CO.

CHUNKIANG: GEARING & CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kinshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Hazen Coal.

Sole Agents for Kirin, Komatsu (Tagawa) and Fushimachi Coal (K. trau).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,529,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905. (1078)

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTON'S KOWLOON STORE, No. 36, Elgin Road, and at Mr. AH YAU'S FERRY WHARF STALL. Price 15 cents per copy cash.

Hongkong, 22nd December, 1903.

Why not please yourself?
You undoubtedly will if you usevan Houten's
CocoaIt is as beneficial to health
as it is delightful to the taste.

"Pure and unadulterated"
"Yields a maximum proportion of the valuable food constituents of the cocoa bean."—THE LANCET.
"Perfect in Flavour, Pure and well prepared."
BRITISH MEDICAL JOURNAL.

BEST & GOES FARTHEST.

WALTHAM WATCHES

12,000,000

WALTHAM WATCHES ARE NOW

IN USE. ALL ARE GUARANTEED BY

AMERICAN WALTHAM WATCH

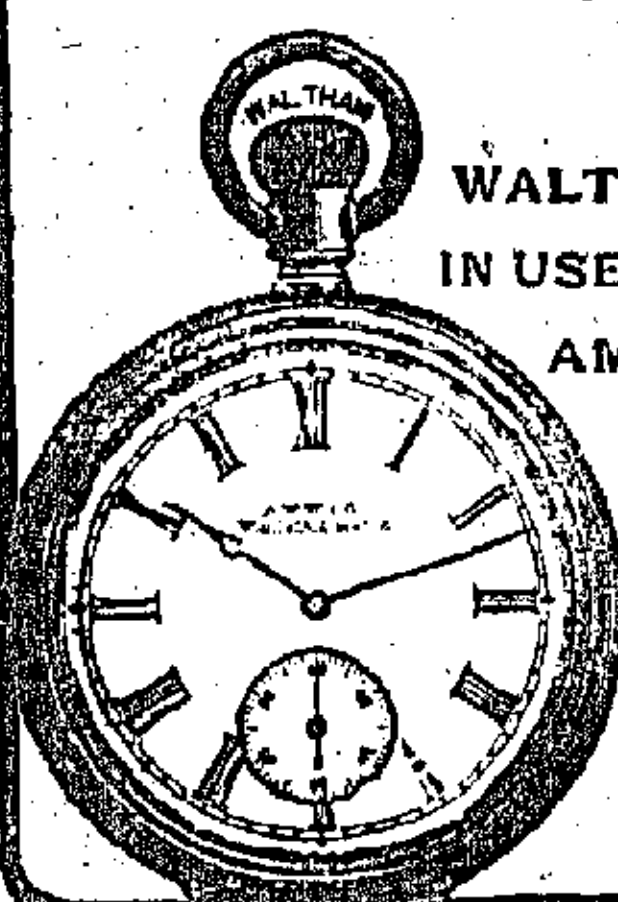
COMPANY, WALTHAM,

MASS., U. S. A. THIS COM-

PANY IS THE LARGEST

WATCH MANUFACTURING

CONCERN IN THE WORLD.



Copies of Waltham catalogues will be supplied by the following firms:
Meyer & Co., 5, Queen's Road, Hongkong, China.
Andrews & George, 12, Kiuking Road, Shanghai, China.

SIEN TING.

SURGEON DENTIST.

No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS AND CROCKERY

WARE, &c., &c.; and FOCCHOW

LAQUEURED WARE.

88, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. (222)

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-

FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE

CARTRIDGES 8, 1

POST OFFICE NOTICES.

The S.S. *Toucan*, with the French mail of the 26th May, left Singapore on Monday, the 19th instant, at 6 p.m., and may be expected here on or about Monday, the 26th instant. This packet brings replies to letters despatched from Hongkong on the 22nd April.

Left on the Registration Branch Counter an umbrella and a walking stick, owner can have same by applying to the Post Master General.

Mails for CANTON, SAMSHUI and WUCHOW will be closed on week days at 7.30 every morning. On Sunday the mail for Macao will be closed at 5 p.m.
A mail for MACAO per S.S. *Winghai* will be closed every week day at 5 p.m.
Mails for NANTAO, SANHUI, KONGMOON, KUNMING, SAMSHUI, WUCHOW and CANTON will be closed every week day at 5 p.m. On Sunday the mails will be closed at 9 a.m.
No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
Quang Chow Wan, Hoihow, Pakhoi & Haiphong	Providence	Thursday, 22nd, 9.50 A.M.
Bangkok	Providence	Thursday, 22nd, 9.50 A.M.
Swatow, Wuhaiwei, Chioo and Tientsin	Chioo	Thursday, 22nd, 10.00 A.M.
AMOI, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Copie	Thursday, 22nd, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Shanghai, Amoy, Foochow and Shanghai	Shanghai	Thursday, 22nd, 10.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Triumph	Thursday, 22nd, 10.00 A.M.
EUROPE, &c., India via Tientsin		Thursday, 22nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao	Hongkong	Thursday, 22nd, 12.45 P.M.
Shanghai, Amoy and Kobe	Australia	Friday, 23rd, 9.00 A.M.
Haiphong	Hongkong	Friday, 23rd, 9.00 A.M.
Macao	Hongkong	Friday, 23rd, 1.15 P.M.
Manila	Yokohama	Friday, 23rd, 2.00 P.M.
Singapore, Penang and Calcutta	Arratoon Apsar	Friday, 23rd, 2.00 P.M.
Shanghai	Yokohama	Friday, 23rd, 2.00 P.M.
Qebu and Hilo	Kanagawa	Friday, 23rd, 3.00 P.M.
Shanghai	Tientsin	Saturday, 24th, 11.00 A.M.
Hilo	Kanagawa	Saturday, 24th, 11.00 A.M.
Manila	Hongkong	Saturday, 24th, 1.15 P.M.
Macao	Hongkong	Saturday, 24th, 3.00 P.M.
Kongkong, Kumbuk, Samshui, Shinghai, Tientsin and Wuchow	Lantau	Saturday, 24th, 1.15 P.M.
Macao	Hongkong	Monday, 26th, 1.15 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

21st June

ON LONDON.—	
Telegraphic Transfer	1/10
Bank Bills, on demand	1/10
Bank Bills, at 30 days sight	1/10
Bank Bills, at 4 months sight	1/10
Credit, at 4 months sight	1/10
Overseas Bills, at 4 months sight	1/11
ON PARIS.—	
Bank Bills, on demand	237
Credit, at 4 months sight	240
ON GERMANY.—	
Bank Bills, on demand	193
ON NEW YORK.—	
Bank Bills, on demand	45
Credit, at 60 days sight	46
ON LOMBAT.—	
Telegraphic Transfer	1/10
Bank, on demand	1/10
ON CALCUTTA.—	
Telegraphic Transfer	1/10
Bank, on demand	1/10
ON SHANGHAI.—	
Bank, at sight	71
Private, 30 days sight	72
ON YOKOHAMA.—	
On demand	82
ON MANILA.—	
On demand	84 p.c.m.
ON SINGAPORE.—	
On demand	112
ON BATAVIA.—	
On demand	112
ON SAIGON.—	
On demand	112 p.c.m.
ON BANGKOK.—	
On demand	61
SOVEREIGNS, Bank's Buying Rate	10.55
GOLD LEAF, 100 fine, per tola	55.40
RAR SILVER, per oz.	27

OPIUM.

21st June.

Quotations are—	Allow no. to 1 catty.
Malwa New	\$1180 to — per picul.
Malwa Old	1180 to —
Malwa Old	1180 to —
Malwa V. Old	1180 to —
Perman extra quality	1180 to —
Perman extra fine	1180 to —
Perman Old	1180 to —
Perman Old	1180 to —
Perman Old	1180 to —
Perman Old	1180 to —
Perman Old	1180 to —

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Silvera*, from San Francisco to the 27th May via Honolulu, left Yokohama for this port on the 15th June, a.m., via Kobe, &c., and is due here on the 23rd June.

THE FRENCH MAIL.
The M.M. str. *Toucan* left Singapore on the 19th June, a.m., for this port via Saigon.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of Japan* left Vancouver for Hongkong via the usual ports of call on Monday, the 12th June, p.m.

MERCHANT STEAMERS.
The A.L. str. *China* left Singapore for this port on the 15th June.

The C.P.R. str. *Tartar* arrived at Kobe at 1 p.m. on Sunday, the 18th June, and left again at 5 p.m. on Tuesday via Nagasaki for Shanghai, where she is due to arrive at 5 p.m. on Saturday, the 24th June.

The str. *Glentworth*, from Middlesbrough and London, left Singapore for this port on the 20th June, and is due here on the 25th June.

The Indo-China str. *Kunming*, from Calcutta and the Straits, left Singapore for this port on the 20th June, p.m., and may be expected here on the 26th June, a.m.

The O.S. & C.M. str. *Idomeneus* left Singapore on the 21st June, at 6 a.m., and may be expected here on the 26th inst.

The Barber Line str. *Shimoda* arrived at Manila on the 8th June bound for this port.

The P. & A. str. *Freemedia* left Portland on the 24th May, and is due here on the 26th June.

The P. & A. str. *Nimrod* left Portland on the 5th June, and is due here on the 6th July.

The str. *Salome* sailed from New York on the 5th June.

STEAMERS PASSED THE CANAL.
June 2nd—*Idomeneus*, Schuyll, *Toucan*, *Asia*, *Agila*, 6th—*Trave*, *Deighlight*, 9th *Arctur*, *Dunbar*, *Japan*, *Glenlogan*, *Steuter*, *Peabody*, *Norby*, 13th—*Artemisia*, *Japan*, *Austria*, *Bonifay*, *Louther*, *Cattle*, *Nassau*, *Den of Cronie*, *Slavonia*, *Tennet*, 16th—*Rom*, *Hudson*, *Keenun*, *Tonkin*, *Patrobus*, *Fengten*, *Grafton*, *Liberia*, *Verdande*, 20th—*Southgate*.

ARRIVALS AT HOME.
June 16th—*Agamemnon*, 20th—*Flintshire*, *Preussan*.

PASSENGERS.

Per *Hangyong*, from Shanghai, Messrs. R. Livingston and Hibberd-Manners.

Per *Longyong*, from Shanghai, Mr. and Mrs. Elmers, Messrs. Freese and Davis.

Milkmaid

BRAND

Milk

Guaranteed Full Cream.



Largest Sale in the World.

JOINT STOCK SHARES.

Hongkong, 21st June.

COMPANY.	PAID UP.	QUOTATIONS.
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Alhambra	\$200	\$100.
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Banks—		
Hongkong & S'hai.	\$125	\$905, buyers
National B. of China	25	\$37, buyers
A. Shares	25	\$121, buyers
Bell's Asbestos E.A. 12s.	91	\$10, buyers
China-Borneo Co.	10	\$8, buyers
China Light & P. Co.	10	\$8, buyers
China Provident	10	\$8, buyers

Cotton Mills—		
Ewo.	110	\$164, buyers
Hongkong	110	\$164, buyers
International	110	\$164, buyers
Laun Kung	110	\$164, buyers
Soyabean	110	\$164, buyers
Dairy Farm	110	\$164, buyers

Docks and Wharves—		
Farnham, B. & Co.	110	\$159, buyers
H. & K. Wharf & Co.	110	\$159, buyers
H. & W. Dock	110	\$159, buyers
New Amoy Dock	110	\$159, buyers
Shai & H. Wharf	110	\$159, buyers
Penwick & Co. Geo.	110	\$159, buyers
G. Island Cement	110	\$159, buyers
Hongkong & C. Gas	110	\$159, buyers
Hongkong Electric	110	\$159, buyers
Lo. Sew.	110	\$159, buyers
H. H. L. Tramways	110	\$159, buyers
Hongkong Hotel Co.	110	\$159, buyers
Hongkong Ice Co.	110	\$159, buyers
Hongkong Rope Co.	110	\$159, buyers
H'kong S. Waterfront	110	\$159, buyers

Insurance—		
Canton	110	\$159, buyers
China Fire	110	\$159, buyers
China Traders	110	\$159, buyers
Hongkong Fire	110	\$159, buyers
North China	110	\$159, buyers
Union	110	\$159, buyers
Yangtze	110	\$159, buyers

Land and Building—		
Hongkong Land	110	\$159, buyers
Hongkong Estate	110	\$159, buyers
Do. New	110	\$159, buyers
Kowloon Land	110	\$159, buyers
Shanghai Land	110	\$159, buyers
West'out Building	110	\$159, buyers

Mining—		
Charbonnages	110	\$159, buyers
Do. New	110	\$159, buyers
Philippine Co.	110	\$159, buyers

Refineries—		
China Sugar	110	\$159, buyers
Luzon Sugar	110	\$159, buyers

Steamship Companies—		
China and Amoy	110	\$159, buyers
Douglas Steamship	110	\$159, buyers
H. Canton & N.	110	\$159, buyers
Indo-China S.N. Co.	110	\$159, buyers
Shell Transport Co.	110	\$159, buyers
Do. Preference	110	\$159, buyers
Star Ferry	110	\$159, buyers
Shanghai & A. Lyong	110	\$159, buyers
South China M. Post	110	\$159, buyers
Steam Laundry Co.	110	\$159, buyers
Do.	110	\$159, buyers

Stores & Dispensaries—		
Campbell, J. & Co.	110	\$159, buyers
Powell & Co., Wm.	110	\$159, buyers
Watkins	110	\$159, buyers
Watson & Co. A.S.	110	\$159, buyers
United Asbestos	110	\$159, buyers
Do. Foundries	110	\$159, buyers

VERNON & SMITH, Brokers.

HONGKONG TIDE TABLE.

From 22nd to the 28th June.

To correct Zone Time add 23 min. and 18 sec.

Time	Mean	High	Low
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June 22	11.30	11.30	11.30
June 23	11.30	11.30	11.30
June 24	11.30	11.30	11.30
June 25	11.30	11.30	11.30
June 26	11.30	11.30	11.30
June 27	11.30	11.30	11.30
June 28	11.30	11.30	11.30

June 29	11.30	11.30	11.30
June 30	11.30	11.30	11.30
July 1	11.30	11.30	11.30
July 2	11.30	11.30	11.30
July 3	11.30	11.30	11.30
July 4	11.30	11.30	11.30
July 5	11.30	11.30	11.30

June 6	11.30	11.30	11.30
June 7	11.30	11.30	11.30
June 8	11.30	11.30	11.30
June 9	11.30	11.30	11.30
June 10	11.30	11.30	11.30
June 11	11.30	11.30	11.30
June 12	11.30	11.30	11.30

June 13	11.30	11.30	11.30
June 14	11.30	11.30	11.30
June 15	11.30	11.30	11.30
June 16	11.30	11.30	11.30
June 17	11.30	11.30	11.30
June 18	11.30	11.30	11.30
June 19	11.30	11.30	11.30

June 20	11.30	11.30	11.30
June 21	11.30	11.30	11.30
June 22	11.30	11.30	11.30
June 23	11.30	11.30	11.30
June 24	11.30	11.30	11.30
June 25	11.30	11.30	11.30
June 26	11.30	11.30	11.30

June 27	11.30	11.30	11.30
June 28	11.30	11.30	11.30
June 29	11.30	11.30	11.30
June 30	11.30	11.30	11.30
July 1	11.30	11.30	11.30
July 2	11.30	11.30	11.30
July 3	11.30	11.30	11.30

July 4	11.30	11.30	11.30
July 5	11.30	11.30	11.30
July 6	11.30	11.30	11.30
July 7	11.30	11.30	11.30
July 8	11.30	11.30	11.30
July 9	11.30	11.30	11.30
July 10	11.30	11.30	11.30

July 11	11.30	11.30	11.30
July 12	11.30	11.30	11.30
July 13	11.30	11.30	11.30
July 14	11.30	11.30	11.30
July 15	11.30	11.30	11.30
July 16	11.30	11.30	11.30
July 17	11.30	11.30	11.30

July 18	11.30	11.30	11.30
July 19	11.30	11.30	11.30
July 20	11.30	11.30	11.30
July 21	11.30	11.30	11.30
July 22	11.30	11.30	11.30
July 23	11.30	11.30	11.30
July 24	11.30	11.30	11.30

July 25	11.30	11.30	11.30
July 26	11.30	11.30	11.30
July 27	11.30	11.30	11.30
July 28	11.30	11.30	11.30
July 29	11.30	11.30	11.30
July 30	11.30	11.30	11.30
August 1	11.30	11.30	11.30

August 2	11.30	11.30	11.30
August 3	11.30	11.30	11.30
August 4	11.30	11.30	11.30
August 5	11.30	11.30	11.30
August 6	11.30	11.30	11.30
August 7	11.30	11.30	11.30
August 8	11.30	11.30	11.30

August 9	11.30	11.30	11.30
August 10	11.30	11.30	11.30
August 11	11.30	11.30	11.30
August 12	11.30	11.30	11.30
August 13	11.30	11.30	11.30
August 14	11.30	11.30	11.30
August 15	11.30	11.30	11.30

VERNON & SMITH, Brok